



DEPARTMENT OF THE ARMY
INSTALLATION MANAGEMENT AGENCY
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT POLK
6661 WARRIOR TRAIL
FORT POLK, LOUISIANA 71459-5339

REPLY TO
ATTENTION OF:

IMSW-POL-SO

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Garrison Policy Memorandum #6 - Privately Owned Vehicle (POV) Safety

1. References:

- a. Army Regulation 385-55, Prevention of Motor Vehicle Accidents, 12 March 1987.
- b. Headquarters, JRTC and Fort Polk Regulation 385-7, Save Our Soldier POV Accident Prevention Program, 18 May 1999.
- c. Headquarters, JRTC and Fort Polk OPORD 03-034, JRTC and Fort Polk Safety Campaign, 16 March 2003.
- d. Headquarters, JRTC and Fort Polk Command Policy Memorandum #S-23, Leave and Pass Policy, 23 February 2004.

2. Purpose. To define and implement the command POV safety program.

3. Applicability. This policy applies to all military and civilian personnel within the Fort Polk Garrison.

4. Intent. The purpose of this policy is to reduce POV accidents through the implementation of a program of early recognition and intervention of potential problems.

5. Objectives. The following objectives have been established:

- a. 25 percent reduction in POV accidents for fiscal year (FY) 04 and FY 05, and a 10 percent reduction thereafter using FY 02 as a baseline.
- b. All Soldiers and civilian employees that are present for duty prior to any 3- or 4-day holiday or pass will receive a POV safety brief (encl 1) and document attendance on encl 2.
- c. All Soldiers and civilian employees driving a POV or government vehicle while on TDY status will receive a vehicle safety brief prior to departure.
- d. All Soldiers that are present for duty prior to any 3- or 4-day weekend or pass will have their POV inspected.

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e. All Soldiers and employees will complete an individual risk assessment IAW reference 1d. Civilian employees, at a minimum, are strongly encouraged to complete individual risk assessments semi-annually and prior to departing on TDY trips.

6. Commander's POV Accident Prevention Program. The Commander's POV Accident Prevention Program will address training Soldiers and civilian employees to understand the risks and to implement countermeasures to lower the risks of becoming a POV fatality statistic.

7. Driver Safety Inspections For Military Personnel Only. Each Director and Commander will conduct a Driver Safety Inspection during designated Safety Stand Down Days. This inspection will consist of the following: verification of current driver's license; verification of current inspection sticker and license tag; and verification of insurance. During POV accident prevention safety briefings, each Director and Commander will stress the importance of conducting driver safety inspections.

8. Risk Management Training Program For Military Personnel Only. Supervisor support of the Risk Management Training Program will help minimize accidents and traffic fatalities associated with driving a POV. First line supervisors will conduct individual risk assessments for Soldiers in their charge IAW reference 1b using JRTC and Fort Polk Form 3, located on the Fort Polk Electronic Workplace (encl 3). The Automated POV Risk Assessment Tool is at the US Army Safety Center Website, <http://rmis.army.mil>. The first line supervisor will review risk assessments on their Soldiers and maintain a copy on file for one year.

9. Proponent. The Installation Safety Office is the proponent for this policy.

3 Encls

1. POV Holiday Safety Brief
2. POV Holiday Safety Brief
Attendance Log
3. JRTC and Fort Polk Form 3

//original signed//

A. WADE WOOLFREY, JR.
Colonel, MI
Commanding

DISTRIBUTION:

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HEADQUARTERS, JOINT READINESS TRAINING
CENTER AND FORT POLK
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POV Holiday Safety Brief

1. SEAT BELTS

- a. Wear a seat belt every time you occupy a moving vehicle
- b. Insist every occupant wears seat belts
- c. Use lap/shoulder belt; this practically guarantees survival in 50-60 MPH crash
- d. An unrestricted crash at 30 MPH has the same impact on the human body as diving head first from a three-story building

2. SPEED

- a. Speeding/reckless driving – a prime cause of POV fatalities
- b. If running late, speeding or negotiating roads recklessly is not an option
- c. As speed increases, the risk of crashing increases
- d. As speed increases, the distance required to stop increases
- e. It takes the average driver 1.5 seconds to react to a hazard
- f. A fatality is twice as likely to occur at a speed of 60 MPH versus 45 MPH

3. DRINKING

- a. Do not drink, take over-the-counter or prescription drugs that affect your behavior or cause drowsiness, and drive. Make arrangements for a ride home
- b. Offer to be a designated driver when with others who are driving
- c. The amount of alcohol found in a standard drink of a 1½-ounce shot glass of whiskey or a 5-ounce serving of wine is equal to that found in one 12-ounce can of beer
- d. At any given time, 1 in 20 drivers is legally drunk; odds increase greatly late at night and on weekends, particularly on Hwy 28 and Hwy 171

4. FATIGUE

- a. Plan your trips, rest before you start, and stop periodically to stretch and rest
- b. Schedule your trip to avoid prime driving hours for accidents (2400 – 0600)
- c. Ensure you get adequate rest before departing/returning
- d. Remember complex skills are affected when fatigued, and driving is a complex skill

5. AGGRESSIVE DRIVING

- a. Always maintain control of your emotions while driving
- b. Do not retaliate when provoked. Do not yell obscenities, make hand/finger gestures, throw objects, slam on your brakes, tailgate, etc.
- c. Do not use your vehicle as a weapon

- d. Avoid distracters while driving (talking on cell phones, eating/drinking, talking and looking at the person you are talking to, reading, etc.)
- e. Always drive defensively and avoid conflicts

6. VEHICLE SAFETY

- a. Conduct preventive maintenance checks of your vehicles before driving on long trips and/or for extended periods
- b. A vehicle that is properly maintained is a safer vehicle to drive
- c. A worn tires can contribute to an accident
- d. A cracked windshield restricts your vision
- e. Vehicles with faulty brakes take longer to stop
- f. Inoperable windshield wipers contribute to restricted vision during the rain
- g. Inoperable lights (headlights, brake lights, turn indicators, etc) may be contributing factors to an accident
- h. Operational seatbelts save lives

POV Holiday Safety Brief Attendance Log

Date of Briefing: _____

Name of Briefer: _____

Organization: _____

PRINT NAME (Last name first, first name last)	INITIAL

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